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**EXAMPLE OF ABUSE POSSIBLE  
UNDER "TOTAL TO TOTAL" CONCEPT**

1. Direct travel by first-class sea transportation might involve:

|                                        |              |                   |
|----------------------------------------|--------------|-------------------|
| Transportation                         |              | \$2,000.00        |
| 10 days per diem @ 6.00                | 60.00        |                   |
| Incidental expenses                    | <u>50.00</u> | <u>110.00</u>     |
| Total constructive cost by first-class |              | <u>\$2,110.00</u> |

Indirect travel by less than first-class:

|                              |              |                   |
|------------------------------|--------------|-------------------|
| Transportation               |              | \$1,200.00        |
| 30 days per diem @ 6.00      | 180.00       |                   |
| Incidental expenses          | <u>75.00</u> | <u>255.00</u>     |
| Total cost by indirect route |              | <u>\$1,455.00</u> |

In the above instance, on the "total to total" concept, the traveler would be reimbursed \$1,455.00 as the total is less than the constructive cost of first-class direct travel. On a "category by category" concept the traveler would be limited to claiming reimbursement for \$1,310.00 on the following basis:

|                                     |              |                   |
|-------------------------------------|--------------|-------------------|
| Transportation actually used        |              | \$1,200.00        |
| Per diem incurred (\$180)           |              |                   |
| Allowable by direct route           | 60.00        |                   |
| Incidental expenses incurred (\$75) |              |                   |
| Allowable by direct route           | <u>50.00</u> | <u>110.00</u>     |
| Total allowable                     |              | <u>\$1,310.00</u> |

2. The traveler could plan an indirect route involving a greater number of days in a travel status, thereby, under the "total to total" concept, offset the increased per diem against the lower transportation cost. Thus the traveler by scheduling his trip by less costly, slower mode(s) of transportation can, in effect, arrange a "vacation" without charge to annual leave.

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ANNEX 3

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30 November 1960

**MEMORANDUM FOR:** Deputy Director (Support)

**SUBJECT:** Basis for Determination of Constructive Cost  
of Direct Travel

**REFERENCE:** Memorandum for the Deputy Director (Support) from  
Acting Comptroller, dated 18 November 1960, same  
Subject

This Office has concurred in the referenced memorandum. We endorse minimum first-class as the constructive standard, and we find no legal objection either to it or to the category-to-category method of computation. At the same time, we wish to invite your attention particularly to paragraph 2d of the referenced memorandum in which the Acting Comptroller points out that we have stated that the total-to-total method also might be applied by this Agency if it were desired to do so. In short, either method of computation is permitted by law; the choice is purely one of policy.

SIGNED

  
Office of General Counsel

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